



SKYDDSinFORMATION SOM SKALL TILLHANDAHÅLLAS INNAN ETT FARTYG ANLÖPER HAMN

Sjöfartsverket meddelade den 16 september 2005 nya föreskrifter om den skyddsinformation som skall tillhandahållas om ett fartyg innan fartyget anlöper hamn. Föreskrifterna anknyter till lagen om sjöfartsskydd på vissa fartyg och i hamnanläggningar som betjänar dem och om tillsyn över skyddet (485/2004) och till kapitlet XI-2 i SOLAS-konventionen. Föreskrifterna träder i kraft 1.10.2005 och med dessa föreskrifter upphävs de motsvarande föreskrifter som meddelats 31.8.2004.

Enligt de nya föreskrifterna skall fartyget eller en av fartyget befullmäktigad företrädare föra in den skyddsinformation som skall meddelas på förhand i Portnet-systemet. Om det inte är möjligt att föra in informationen i Portnet-systemet, kan den skickas med fax eller i elektronisk form till Sjöfartsverkets kustradiostation Turku Radio.

Från och med 1.10.2005 skall skyddsinformation ges på förhand också om fartyg med en bruttodräktighet under 500, uppmätt i enlighet med 1947 års internationella konvention om ett enhetligt skeppsmätningssystem (Oslo-konventionen), men med en bruttodräktighet om 500 eller större uppmätt i enlighet med den internationella skeppsmätningsskonventionen (FördrS 31/1982). Från och med 1.7.2008 kommer ISPS-regelverket i sin helhet att gälla dessa fartyg.

Vidare har 2 § i föreskrifterna preciserats till att motsvara ordalydelsen i cirkulär 1130 av den internationella sjöfartsorganisationen IMO:s sjösäkerhetskommitté, given den 14 december 2004.

Om fartyget följer det skriftliga anmälningsförfarandet i enlighet med tullstyrelsens beslut om deklarationsförfarandet för fartyg i kommersiell utrikestrafik och om införandet av IMO:s nya FAL-formulär av den 1 september 2003 (Dnr 155/010/03), skall besättnings- och passagerarförteckningar överlämnas i enlighet med dessa föreskrifter.

Tullen sköter kontrollen av uppgifterna i skyddscertifikatet och anmäler eventuella avvikelser och brister som framkommer vid kontrollen till Sjöfartsverket.

Sjöfartsverkets nya föreskrifter inklusive bilagor och cirkuläret 1130 från IMO:s sjösäkerhetskommitté bifogas.

Detta informationsblad finns även tillgängligt på engelska på webbadressen www.fma.fi.

Sjösäkerhetsdirektör

Paavo Wihuri

Byråchef

Pekka Korhonen

Förfrågningar:

Sjöfartsinspektionsenheten

Detta informationsblad
ersätter informationsblad:

16/31.8.2004

SJÖFARTSVERKET**FÖRESKRIFT****Datum: 16.9.2005
Dnr: 1519/30/2005**

Innehåll:	Skyddsinformation som skall tillhandahållas innan fartyget anlöper hamn
Normgivnings- bemyndigande:	Lagen om sjöfartsskydd på vissa fartyg och i hamnen som betjänar dem och om tillsyn över skyddet (485/2004) § 13
Giltighetstid:	1.10.2005 – tillsvidare
Upphäver:	Sjöfartsverkets föreskrifter om tillhandahållande av skyddsinformation innan ett fartyg anlöper hamn 30.8.2004 Dnr 1893/30/2004

**SJÖFARTSVERKETS FÖRESKRIFTER
OM TILLHANDAHÅLLANDE AV SKYDDSinFORMATION INNAN
ETT FARTYG ANLÖPER HAMN**

Givna i Helsingfors den 16 september 2005

Sjöfartsverket har med stöd av 13 § i lagen om sjöfartsskydd på vissa fartyg och i hamnen som betjänar dem och om tillsyn över skyddet (485/2004) beslutat:

1 §

I dessa föreskrifter avses med SOLAS-konventionen 1974 års internationella konvention om skydd för människoliv till sjöss (FördrS 11/1981), sådan den lyder ändrad och verkställd i Finland.

2 §

Fartyg, på vilket SOLAS-konventionen och ISPS-koden tillämpas och fartyg med en brutto-dräktighet om 500 eller större i enlighet med 1969 års internationella skeppsmättningskonvention (FördrS 31/1982) och som i internationell fart avser att anlöpa en hamn i Finland, skall på nedan föreskrivet sätt sända in följande information:

- 1) fartygets namn, IMO-nummer, hemhamn, flaggstat, typ, signalbokstäver, kontaktinformation, bruttodräktighet, rederi och kontaktinformation till rederiets skyddsansvarige;
- 2) den hamn fartyget anlöper och hamnanläggningens namn, om det är känt samt beräknad ankomsttid i hamn samt avsikten med anlöpningen;
- 3) om fartyget har ett giltigt eller interimistiskt giltigt internationellt skyddscertifikat och i så fall, om skyddscertifikatet har getts av ett behörigt organ samt sista giltighetsdatum för certifikatet, och om certifikatet saknas, en klarläggning av orsaken till att det saknas;
- 4) om fartyget har en godkänd skyddsplan;

- 5) den skyddsnivå på vilken fartyget för närvarande befinner sig på och fartygets position vid tidpunkten då anmälan görs;
- 6) namnen på de i tidsföljd tio föregående hamnanläggningar som fartyget anläpt samt den skyddsnivå fartyget befunnit sig på i dem;
- 7) de särskilda eller extra skyddsåtgärder som genomförts på fartyget utöver den godkända skyddsplanen under den tid som avses i punkt 6 då fartyget utfört aktiviteter med en hamn;
- 8) de händelser då fartyget utfört aktiviteter med ett annat fartyg under den tid som avses i punkt 6 samt fartygets position vid tidpunkten i fråga;
- 9) om skyddsåtgärderna i enlighet med den godkända skyddsplanen har upprätthållits under aktiviteter med andra fartyg eller, om så inte är fallet, en klarläggning av de skyddsåtgärder som inte utfördes och de skyddsåtgärder som utfördes i stället för de icke-utförda skyddsåtgärderna;
- 10) en allmän beskrivning av lasten och uppgifter om farligt gods som finns ombord på fartyget;
- 11) att fartyget har förteckningar över besättning och passagerare;
- 12) eventuella andra faktorer som påverkar skyddsåtgärderna;
- 13) kontaktinformation till fartygets befullmäktigade företrädare i destinationshamnen; samt
- 14) namnet på den person som gör anmälan och hans befattning samt plats, datum och klockslag då anmälan görs.

3 §

De ovan i 2 § nämnda uppgifterna om skyddsinformation skall sändas in i anslutning till varje hamnanlöp.

4 §

Fartyget eller dess befullmäktigade företrädare skall föra in den i 2 § nämnda informationen enligt blanketten i bilaga 1 i det riksomfattande Portnet-systemet till Sjöfartsverkets och övriga behöriga myndigheters förfogande:

- a) minst 24 timmar i förväg; eller
- b) senast när fartyget lämnar den föregående hamnen, om resan varar mindre än 24 timmar; eller
- c) om anlöpshamnen inte är känd eller om den ändras under resan, omedelbart när hamnen är känd.

Om det inte är möjligt att föra in uppgifterna i Portnet-systemet inom den fastställda tid som nämns i 1 mom. skall fartyget eller dess befullmäktigade företrädare sända in informationen per fax eller i elektronisk form till Sjöfartsverkets kustradiostation Turku Radio, som för in de behövliga uppgifterna i Portnet-systemet och vidareförmedlar dem till behöriga myndigheter.

Kontaktuppgifter till Turku Radio:	Telefon	+358 204 48 6400
	Fax	+358 204 48 6533
	E-post	turku.radio@fma.fi

eller direkt på Turku Radios arbetsfrekvenser.

5 §

Avvikelser eller brister i den information som nämns i 2 § skall alltid anmälas till Turku Radio.

6 §

Om fartyget sänder in en förteckning över farligt gods i enlighet med 4 § i förordningen om anmälningsskyldigheterna för fartyg som transporterar farligt eller havsförorenande gods (869/1994) när det anländer från ett område utanför det europeiska ekonomiska samarbetsområdet, behöver fartyget inte göra en anmälan om farligt gods i enlighet med dessa föreskrifter.

7 §

Dessa föreskrifter träder i kraft den 1 oktober 2005.

Genom dessa föreskrifter upphävs Sjöfartsverkets föreskrifter av den 30 augusti 2004 om tillhandahållande av skyddsinformation innan ett fartyg anlöper hamn (Dnr 1893/30/2004).

Helsingfors den 16 september 2005

Generaldirektör

Markku Mylly

Sjösäkerhetsdirektör

Paavo Wihuri

SHIP PRE-ARRIVAL SECURITY INFORMATION FORM
FOR ALL SHIPS PRIOR TO ENTRY INTO PORT
(SOLAS REGULATION XI-2/9)

**TO BE SUBMITTED TO THE COMPETENT AUTHORITY FOR MARITIME SECURITY OF
THE PORT OF ARRIVAL**

<i>Particulars of the ship and contact details</i>							
IMO number		Name of ship					
Port of registry		Flag State					
Type of ship		Call Sign					
Gross Tonnage		Inmarsat call numbers (if available)					
Name of Company		CSO name & 24 hour contact details					
Port of arrival		Port facility of arrival (if known)					
<i>Port and port facility information</i>							
Expected date and time of arrival of the ship in port (ETA)							
Primary purpose of call							
<i>Information required by SOLAS regulation XI-2/9.2.1</i>							
Does the ship have a valid International Ship Security Certificate (ISSC)?	YES	IISSC		NO – why not?	Issued by (name of Administration or RSO)		Expiry date (dd/mm/yyyy)
Does the ship have an approved SSP on board?	YES	NO	Security Level at which the ship is currently operating?	<u>Security Level 1</u>	<u>Security Level 2</u>	<u>Security Level 3</u>	
Location of ship at the time this report is made							
List the last ten calls at port facilities in chronological order (most recent call first):							
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Port	Country	UNLOCODE (if available)	Port facility	Security Level
1							SL=
2							SL=
3							SL=
4							SL=
5							SL=
6							SL=
7							SL=
8							SL=
9							SL=
10							SL=
Did the ship take any special or additional security measures, beyond those in the approved SSP?						YES	NO
If the answer is YES, indicate below the special or additional security measures taken by the ship.							
No. (as above)	Special or additional security measures taken by the ship						
1							
2							
3							

4						
5						
6						
7						
8						
9						
10						
List the ship-to-ship activities, in chronological order (most recent first), which have been carried out during the period of the last ten calls at port facilities listed above. Expand table below or continue on separate page if necessary – insert total number of ship-to-ship activities:						
Have the ship security procedures specified in the approved SSP been maintained during each of these ship-to-ship activities?					YES	NO
If NO, provide details of the security measures applied in lieu in the final column below.						
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Location or Longitude and Latitude	Ship-to-ship activity	Security measures applied in lieu	
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
General description of the cargo aboard the ship						
Is the ship carrying any dangerous substances as cargo covered by any of Classes 1, 2.1, 2.3, 3, 4.1, 5.1, 6.1, 6.2, 7 or 8 of the IMDG Code?			YES	NO	If YES, confirm Dangerous Goods Manifest (or relevant extract) is attached	
Confirm a copy of ship's crew list is attached			YES	Confirm a copy of the ship's passenger list is attached		YES
Other security- related information						
Is there any security-related matter you wish to report?		YES	Provide details:			NO
Agent of ship at intended port of arrival						
Name:			Contact details (Tel.no.):			
Identification of person providing the information						
Title or Position (delete as appropriate): Master/SSO/CSO/Ship's agent (as above)			Name:		Signature:	
Date/Time/Place of completion of report						

ANNEX**GUIDANCE TO MASTERS, COMPANIES AND DULY AUTHORIZED OFFICERS
ON THE REQUIREMENTS RELATING TO THE SUBMISSION OF
SECURITY-RELATED INFORMATION
PRIOR TO THE ENTRY OF A SHIP INTO PORT****PURPOSE**

1 The purpose of this Guidance is to provide a standard data set of security-related information a ship might expect to provide prior to entry into port. In addition, this Guidance, in an effort to clarify the requirements of SOLAS regulation XI-2/9 on Control and compliance measures and taking into account the guidance provided in part B of the ISPS Code, cites the salient provisions of SOLAS regulation XI-2/9 and of paragraphs B/4.37 to B/4.40 of the ISPS Code.

CONTROL AND COMPLIANCE MEASURES

2 SOLAS regulation XI-2/9 describes the control and compliance measures applicable to ships to which SOLAS chapter XI-2 applies. It is divided into three distinct sections: control of ships already in port; control of ships intending to enter a port of another SOLAS Contracting Government (Contracting Government); and additional provisions applicable to both situations.

3 SOLAS regulation XI-2/9 should always be read in association with the guidance provided in paragraphs B/4.29 to B/4.40 of the ISPS Code and resolution MSC.159(78) on Interim guidance on control and compliance measures to enhance maritime security.

THE REQUIREMENT TO SUBMIT INFORMATION PRIOR TO ENTRY INTO PORT AND THE CONSEQUENCES OF FAILING TO DO SO

4 SOLAS regulation XI-2/9.2.2 requires every ship to which SOLAS chapter XI-2 applies intending to enter the port of another Contracting Government to provide the information described in SOLAS regulation XI-2/9.2.1 on the request of the officers duly authorized by that Government. The master may decline to provide such information on the understanding that failure to do so may result in denial of entry into port.

5 Paragraph B/4.40 of the ISPS Code states that SOLAS regulation XI-2/9.2.5 allows the master of a ship, upon being informed that the coastal or port State will implement control measures under SOLAS regulation XI-2/9.2, to withdraw the intention for the ship to enter port. If the master withdraws that intention, SOLAS regulation XI-2/9 no longer applies, and any other steps that are taken must be based on, and consistent with, international law.

THE STANDARD DATA SET OF SECURITY-RELATED INFORMATION

6 The appendix to this Guidance provides the standard data set of security-related information a ship might be expected to submit prior to entry into port.

7 The development of the standard data set of security-related information should not be construed as preventing any Contracting Government from seeking the submission of information supplementary to that contained in the standard data set, or requiring additional information as a condition for entry into a port located within its territory.

8 In addition, the development of the standard data set of security-related information should not be construed as preventing any Contracting Government or any duly authorized officer from seeking, at any stage during the stay of the ship within port, documentary or other evidence to validate or verify the information submitted or from taking any control measures or steps against the ship pursuant to the provision of SOLAS regulation XI-2/9 during the exercise of any control and compliance measures. In this respect it is noted that SOLAS regulation XI-2/9.2.1 provides that, if requested by the Contracting Government, the ship or the Company shall provide confirmation, acceptable to that Contracting Government, of the information required.

WHO SHOULD SUBMIT THE INFORMATION, TO WHOM, WHEN AND HOW

9 The information described in SOLAS regulation XI-2/9.2.1 should be submitted by the master of the ship. However, the Ship Security Officer and the Company Security Officer may submit the information on behalf of the master. In addition, the Agent of the ship at the port where the ship seeks entry may, under the expressed authority of the master, also submit the information on behalf of the master.

10 Contracting Governments are expected to advise Companies and ships to whom, including the relevant contact details, the security-related information is to be sent.

11 As indicated above, SOLAS regulation XI-2/9.2.2 requires every ship to which SOLAS chapter XI-2 applies intending to enter the port of another Contracting Government to provide the information described in SOLAS regulation XI-2/9.2.1 on the request of the officers duly authorized by that Government. However it is understood that a number of Contracting Governments have established national requirements which require every ship intending to enter their ports to provide such information. In such cases duly authorized officers do not make individual requests to ships for the submission of information. Those Contracting Governments who have established such practices are expected to advise Companies and ships on the standing requirements in place.

12 Contracting Governments should consider establishing either central or regional points of contact, or other means of providing up to date information on the submission of security-related information. The existence of such contact points should be publicized.

13 Unless a Contracting Government has established a different time period prior to the arrival of the ship in port for the submission of the required information the recommended default minimum period for the submission of such information is not to be less than 24 hours prior to the expected entry of the ship into port.

14 The information described in SOLAS regulation XI-2/9.2.1 and the standard data set of the security-related information set in the appendix may be submitted in an electronic format. In such a case it is understood that the submission will not bear the signature of the person submitting the information unless a secure form of electronic signatures is available.

OTHER SECURITY-RELATED INFORMATION WHICH MAY BE REQUIRED

15 SOLAS regulation XI-2/9.2.1.6 allows Contracting Governments to seek the submission of other practical security-related information (but not details of the ship security plan), taking into account the guidance given in part B of the ISPS Code (paragraph B/4.39 of the ISPS Code). SOLAS regulation XI-2/5 is one of the examples of practical security related information cited in paragraph B/4.39 of the ISPS Code.

16 SOLAS regulation XI-2/5 requires the Company to ensure that the master has available on board, at all times, information through which officers duly authorised by a Contracting Government can establish:

- .1 who is responsible for appointing the members of the crew or other persons currently employed or engaged on board the ship in any capacity on the business of that ship;
- .2 who is responsible for deciding the employment of the ship; and
- .3 in cases where the ship is employed under the terms of charter party(ies), who are the parties to such charter party(ies).

17 SOLAS regulation XI-2/5 should always be read in association with the provisions of paragraphs B/6.1 to B/6.8 of the ISPS Code.

APPENDIX

STANDARD DATA SET OF SECURITY-RELATED INFORMATION

1 *Particulars of the ship and contact details*

- 1.1 IMO Number^{1,2}
- 1.2 Name of ship^{1,2}
- 1.3 Port of registry^{1,2}
- 1.4 Flag State^{1,2}
- 1.5 Type of ship¹
- 1.6 Call Sign
- 1.7 Inmarsat call numbers³
- 1.8 Gross Tonnage¹
- 1.9 Name of Company^{1,2}
- 1.10 Name and 24-hour contact details of the Company Security Officer⁴

2 *Port and port facility information*

- 2.1 Port of arrival and port facility where the ship is to berth, if known
- 2.2 Expected date and time of arrival of the ship in port (*paragraph B/4.39.3 of the ISPS Code*)
- 2.3 Primary purpose of call

3 *Information required by SOLAS regulation XI-2/9.2.1*

- 3.1 The ship is provided (*SOLAS regulation 9.2.1.1*) with a valid:

- International Ship Security Certificate ☐ Yes ☐ No
- Interim International Ship Security Certificate ☐ Yes ☐ No

- 3.1.1 The certificate indicated in 3.1 has been issued by <enter name of the Contracting Government^{1,2} or the Recognized Security Organization^{1,2}> and which expires on <enter date of expiry¹>.

- 3.1.2 If the ship is not provided with a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate, explain why?

- 3.1.2.1 Does the ship have an approved ship security plan on board? ☐ Yes ☐ No

- 3.2 Current security level (*SOLAS regulation XI-2/9.2.1.2*): ☐

- 3.2.1 Location of the ship at the time the report is made (*paragraph B/4.39.2 of the ISPS Code*)

- 3.3 List the last ten calls, in chronological order with the most recent call first, at port facilities at which the ship conducted ship/port interface⁵ together with the security level at which the ship operated (*SOLAS regulation XI-2/9.2.1.3*):

No.	Date		Port, Country, Port Facility and UNLOCODE ³	Security level
	From ⁶	To ⁶		

- 3.3.1 Did the ship, during the period specified 3.3, take any special or additional security measures, beyond those specified in the approved ship security plan? ☐ Yes ☐ No

- 3.3.2 If the answer to 3.3.1 is YES, for each of such occasions please indicate the special or additional security measures which were taken by the ship (*SOLAS regulation XI-2/9.2.1.4*):

No.	Date		Port, Country, Port Facility and UNLOCODE ³	Special or additional security measures
	From ⁶	To ⁶		

- 3.4 List the ship-to-ship activities⁷, in chronological order with the most recent ship-to-ship activity first, which have been carried out during the period specified in 3.3:

☐ Not applicable

No.	Date		Location or Latitude and Longitude	Ship-to-ship activity
	From ⁶	To ⁶		

- 3.4.1 Have the ship security procedures, specified in the approved ship security plan, been maintained during each of the ship-to-ship activities specified in 3.4 (*SOLAS regulation XI-2/9.2.1.5*)? ☐ Yes ☐ No

- 3.4.2 If the answer to 3.4.1 is NO, identify the ship-to-ship activities for which the ship security procedures were not maintained and indicate, for each, the security measures which were applied in lieu:

No.	Date		Security measures applied	Ship-to-ship activity
	From ⁶	To ⁶		

- 3.5 Provide a general description of cargo aboard the ship (*SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.5 of the ISPS Code*):

- 3.5.1 Is the ship carrying any dangerous substances⁸ as cargo? ☐ Yes ☐ No

- 3.5.2 If the answer to 3.5.1 is YES, provide details or attach a copy of the Dangerous Goods Manifest (IMO FAL Form 7)

3.6 A copy of the ship's Crew List (IMO FAL Form 5) is attached ☐
(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.4 of the ISPS Code)

3.7 A copy of the ship's Passenger List (IMO FAL Form 6) is attached ☐
(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.6 of the ISPS Code)

4 Other security-related information

4.1 Is there any security-related matter you wish to report? ☐ Yes ☐ No

4.1.1 If the answer to 4.1 is YES, provide details⁹

5 Agent of the ship at the intended port of arrival

5.1 Name and contact details (telephone number) of the agent of the ship at the intended port of arrival:

6 Identification of the person providing the information

6.1 Name:

6.2 Title or position¹⁰:

6.3 Signature:

This report is dated at <enter place> on <enter time and date>.

EXPLANATORY NOTES

- 1 As appearing on the ship's International Ship Security Certificate or the ship's Interim International Ship Security Certificate.
- 2 If a copy of the ship's current Continuous Synopsis Record (CSR) is submitted there is no need to complete this entry.
- 3 If available.
- 4 Refer to paragraph 27 of the Guidance relating to the implementation of SOLAS chapter XI-2 and of the ISPS Code (MSC/Circ.1132).
- 5 *Ship/port interface* means the interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons, goods or the provisions of port services to or from the ship (*SOLAS regulation XI-2/1.1.8*).
- 6 Provide the date.
- 7 *Ship-to-ship activity* means any activity not related to a port facility that involves the transfer of goods or persons from one ship to another (*SOLAS regulation XI-2/1.1.10*).

Information would not normally be required to include records of transfers of pilots or of customs, immigration or security officials nor bunkering, lighting, loading of supplies and unloading of waste by ship within port facilities as these would normally fall within the auspices of the Port Facility Security Plan (PFSP) (*paragraph B/4.38 of the ISPS Code*).

Ascertaining whether these activities fall within the PFSP should form part of the dialogue between the Ship Security Officer and the Port Facility Security Officer. It should be remembered that the physical boundaries of port facilities may not always coincide with the boundaries of the port or harbour authority.

- 8 *Dangerous substances as cargo* means the carriage of substances, materials and articles covered by the IMDG Code and falling under the following classes of dangerous goods irrespective of whether these are carried in bulk or packaged form:

- Class 1: Explosives
- Class 2.1 : Flammable gas
- Class 2.3 : Toxic gases
- Class 3: Flammable liquids
- Class 4.1: Flammable solids, self-reactive substances and desensitized explosives
- Class 5.1: Oxidizing substances
- Class 6.1 : Toxic substances
- Class 6.2: Infectious substances
- Class 7: Radioactive material
- Class 8: Corrosive substances

This information may be extracted from the Dangerous Goods Manifest (IMO FAL Form 7) or the whole Dangerous Goods Manifest may be submitted.

- 9 Other security-related matters include but are not limited to the carriage of stowaways or any persons rescued at sea. When reporting stowaways please see the Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases adopted by the Organization with resolution A.871(20). This resolution provides in the Appendix to the Annex a Stowaway details report which should be completed and forwarded to the extent that is practically possible. When reporting persons rescued at sea please see the guidance provided in paragraph B/4.38.3 of the ISPS Code.
 - 10 Master, Ship Security Officer, Company Security Officer or Agent of the ship at the intended port of arrival.
-